

ELECTRO MAGNETISM AT LENGTH
APPLIED TO RAILWAYS.

THE anticipated application of the power of electro-magnetism to railway locomotion is beginning to shew itself in a practical form, at least, whether practicable or not in the present instance. Taylor and Condon's patent invention consists in "the application of electro-magnetic power to what is commonly known by the name of the atmospheric system of railway propulsion, in order to connect the piston carriage of a train with the driving piston within the tube;" and this is done through a series of electro-magnets, of course acting attractively on a parallel series of armatures, capped with iron, in the interior of the tube, and projecting through the slit; which, however, is covered air-tight with "copper, brass, or some other substance not susceptible of the electro-magnetic influence," and, therefore, offers little or no obstacle to the electro-magnetic induction between the exterior magnets and the interior armatures.

PAYMENT OF ARCHITECTS.
STAFFORDSHIRE COUNTY PRISON.

IN a report of the proceedings at the last General Quarter Sessions for Staffordshire, given in the *Staffordshire Mercury*, we find the following discussion, as to the payment of the gentleman who designed and superintended the erection of the new gaol. It seems to us not wholly uninteresting.

Major Chetwynd said he had just had placed in his hands Mr. Potter's bill, as architect of the new buildings at the gaol. The original estimate for the buildings was 19,700*l*. Mr. Potter says he has now measured up, and taken an account of work done, which together with the fittings, will amount to 28,979*l*. 14*s*. 3*d*. Mr. Potter has received no money for his services or expenses. If he be paid by a per centage, his claim would then amount to 1,400*l*. or 1,500*l*.; should he charge for his services and expenses, the claim would be pretty much the same. He now asks for 500*l*. on account.

Mr. Talbot: Major Chetwynd had better state to the court the terms upon which Mr. Potter was engaged.

Major Chetwynd: Major Jebb thought it better that the county should employ Mr. Potter, he being in possession of the plans. How he was to be paid was not agreed upon. It was mentioned that it was usual to pay for such services by a per centage. Some objection was made to that mode of payment, and Mr. Potter agreed to leave his remuneration to the generosity of the Court—whether to allow him five per cent. on the estimate, or to remunerate him for his services.

Mr. Talbot: Mr. Potter undertook, for his father, then very infirm, to make the plans of the new buildings. Before the buildings were commenced Mr. Potter's father died, and Mr. Smith was appointed county surveyor. The question then was, whether Mr. Potter would give up the plans, or whether he should be engaged as architect. The court came to the conclusion, that it would be unfair towards Mr. Potter not to let him build the gaol. The rate of payment he left to the generosity of the court; there was no understanding about a per centage.

Capt. Pown: I perfectly recollect that I objected to Mr. Potter being employed. I wanted the court to allow Mr. Potter a proper remuneration for what he had done, and then for him to hand over the plans to Mr. Smith, under whose superintendence the building might have been erected. The county would have saved a considerable sum had my advice been taken. Last year, I asked Mr. Potter how much he thought the new building might amount to, and he distinctly replied 22,000*l*. or 23,000*l*.; we now find the expense already incurred amounting to nearly 30,000*l*. The 22,000*l*. or 23,000*l*. was to include every thing except the fittings, which were estimated at 1,500*l*.

Mr. Potter: That was as near as I could judge; additions have since been made.

Captain Dyott: However objectionable it might be to agree to pay an architect a per centage, it is much more so to have no agreement at all. I would propose that the court, having received an estimate for 19,600*l*., pay a per centage to Mr. Potter on that estimate.

Mr. Talbot: We were indirectly pledged to give a per centage, but I never contemplated that Mr. Potter would charge an architect's fee of 5 per cent. As an act of justice to Mr. Potter, I was anxious that he should have the building of the gaol, but as for expecting that we were to pay him 5 per cent. on the estimate, it never once entered my mind. I would never sit in this court and permit such a payment.

Captain Pown: I wished the court to pay Mr. Potter 200*l*. for the plans. Had we done so, we should have saved 1,200*l*. I think it would be better to appoint three magistrates, unconnected with the gaol-committee, who might say how much we ought to pay. In the mean time advance Mr. Potter 500*l*. without prejudice.

Mr. Pye thought the matter might very safely be left to the gaol committee.

Earl Talbot then moved that the Deputy-Chairman, Mr. Foster, and Captain Mainwaring, do form the committee for fixing Mr. Potter's remuneration.

Captain Mainwaring: I fear such a piece of business will be entirely out of my line. What are we to do? *Is it running the tape over the work?* (Laughter.)

The Chairman: The committee will have to report if any and what further sum is due to Mr. Potter.

NEW BOOKS.

The Principles of Gothic Ecclesiastical Architecture. By MATTHEW HOLBEACH BLOXAM. 8th edition. Bogue, Fleet-street. 1846.

THE appearance of an eighth edition of this valuable little book, sufficiently proves that it has found favour in the sight of the public. Illustrated with 228 wood-cuts, it traces the origin, progress, and decay of gothic art, and forms an attractive and useful introduction to the study of ecclesiastical architecture. From a note in it, we learn that the author has a companion volume in progress, treating of the internal arrangement and decoration of English churches.

The book is too well known to admit of extracts or require eulogium. We transcribe, however, its last paragraph:—

"In conclusion, what Archbishop Bramhall hath declared concerning rites and ceremonies, may fitly be applied to the construction and arrangement of new churches, as most conducive to those ends for which they are in part intended; that is, they ought to be so planned, constructed, arranged, and adorned, not going beyond the limits prescribed or sanctioned by the church, as 'to be advancements of order, modesty, decency, gravity, in the service of God, to be adjuncts to attention and devotion, furtherances of edification, helps of memory, exercises of faith, the leaves that preserve the fruit, the shell that preserves the kernel of religion from contempt. And all this with due moderation, so as neither to render religion sordid and sordid, nor yet light and gaudy, but comely and venerable.'"

Appendix A to Tuttle's Sepulchral Monuments. Weale, 1846.

THIS appendix contains five plates, ably designed by Mr. Carl Tuttle, architect, and very well engraved by Mr. H. Adlard. Five or ten years ago three designs for monuments would have been very popular, but at the present moment opinion runs in a different channel.

INTELLECTUAL ENJOYMENTS FOR THE MULTITUDES.—That ungodly selfishness is now exploded, says Dr. Hook, in his recent letter to the Bishop of St. David's, by which the upper classes were induced to suppose that mental pleasures were a luxury reserved for their exclusive enjoyment, although they were often forced to adopt the dog-in-the-manger system, and neither taste of those pleasures themselves nor permit them to others. Whatever may add to the innocent enjoyments of our poorer brethren, we are bound by common feelings of charity to procure for them if possible; and this duty becomes the more important, when the object in view is to call them from the world of sense without, by opening to them the world of thought within, and by adopting those means which cannot fail to soften, refine, and humanise the character.

Miscellaneous.

SUPPLY OF WATER TO ROME AND LONDON.—A sufficient supply of pure water is a matter of vital importance. A correspondent of the *Mechanics Magazine*, in the current number, after describing briefly some of the principal aqueducts in Rome, says,—"The probable supply to the 1,000,000 of inhabitants of which Rome could one time boast, amounted to 50,000,000 cubic feet, being equal to about 50 cubic feet for each individual. This is probably twenty times the quantity which London now receives for each of its inhabitants—a fact which goes far to justify the application of the disgraceful term "bathtub" to this, the largest, the most opulent, and the most powerful city in the world. How miserably insignificant do our water-works appear, and how trifling the supply they furnish to this mighty city of more than two millions, when contrasted with the immense flood of pure water poured into old Rome by her gigantic aqueducts! And how discreditable the difference between the two capitals, when we reflect on the far superior resources which modern science has placed at our command, and on the well-known fact, that, through the happy constitution of the strata on which London stands, she has at her command—requiring, as it were, but the smiting of the rock to make them gush forth—boundless supplies of the purest possible water!"

STEALING THE LEASE OF A HOUSE.—On Monday, at the Police-court, a little dark-complexioned man, named James Lyon, was charged by a man named McGrade with this extraordinary offence. Complainant said he had taken the lease of a house in Arley-street, from the prisoner, in 1841, for twenty-one years, and had the lease duly executed on stamped parchment. He had since laid out 280*l*. upon the house. Some days ago, the prisoner called upon him, and some representation being made by him, complainant laid the lease on the table, when the latter having turned his back, the prisoner seized the document, put it into his breast, and ran off with it. This statement being confirmed by a witness, the prisoner was committed for trial.

THE RAILWAY SYSTEM TURNED UPSIDE DOWN.—A model is said to be exhibited at Gerard's-hall, representative of an ambitious, but apparently more fanciful than practical, novelty, called "Parkin's new system of locomotion," in which the wheels are fixed and the rails locomotive—the wheels being, in short, transferred to the road and the rails to the carriages. Vast improvements in speed and comfort and economy are claimed for this invention, which is proposed to be worked by a steam-engine in the centre of a train of very light carriages, without springs, which the engine is to push along at the rate of fifty miles an hour over the stationary wheels. Altogether the scheme appears to be a very doubtful one, though said to have been voted by forty or fifty apparently intelligent persons as "worthy of public support."

EARLY ARCHITECTURAL REMAINS.—The *Cumberland Packet* says, that "The workmen employed in taking down the ancient parish church of Aspatria, for the purpose of rebuilding it, have discovered, amid the fragments of that venerable edifice, a number of indubitable and interesting remains of a previously existing church, consisting of crosses, window mullions, capitals, shafts, &c.—all of which are elaborately carved. These antiquities, and their workmanship, evince a style of architecture long prior to the Norman conquest, and appear to belong to the style of the Anglo-Saxons. Other discoveries may yet be made calculated to throw additional light upon the history of this time-honoured edifice; as much of the foundation still remains to be excavated."

URUGUAY.—In recently taking down the tower of the ancient church in this parish, a square stone was found, bearing the inscription "H C C B 704" coarsely cut, but quite legible. The date corresponds with the sixteenth year of the reign of Is. King of Wessex, and shews that the church was erected during the Saxon heptarchy.

THE COLONIAL WELLINGTON.—A move is being made in the House of Commons to prevent even now, if possible, the elevation of the statue at Hyde-park corner.